# USER MANUAL

## FOR TWINSKIN KITES

PETER LYNN

*Passion makes us fly*

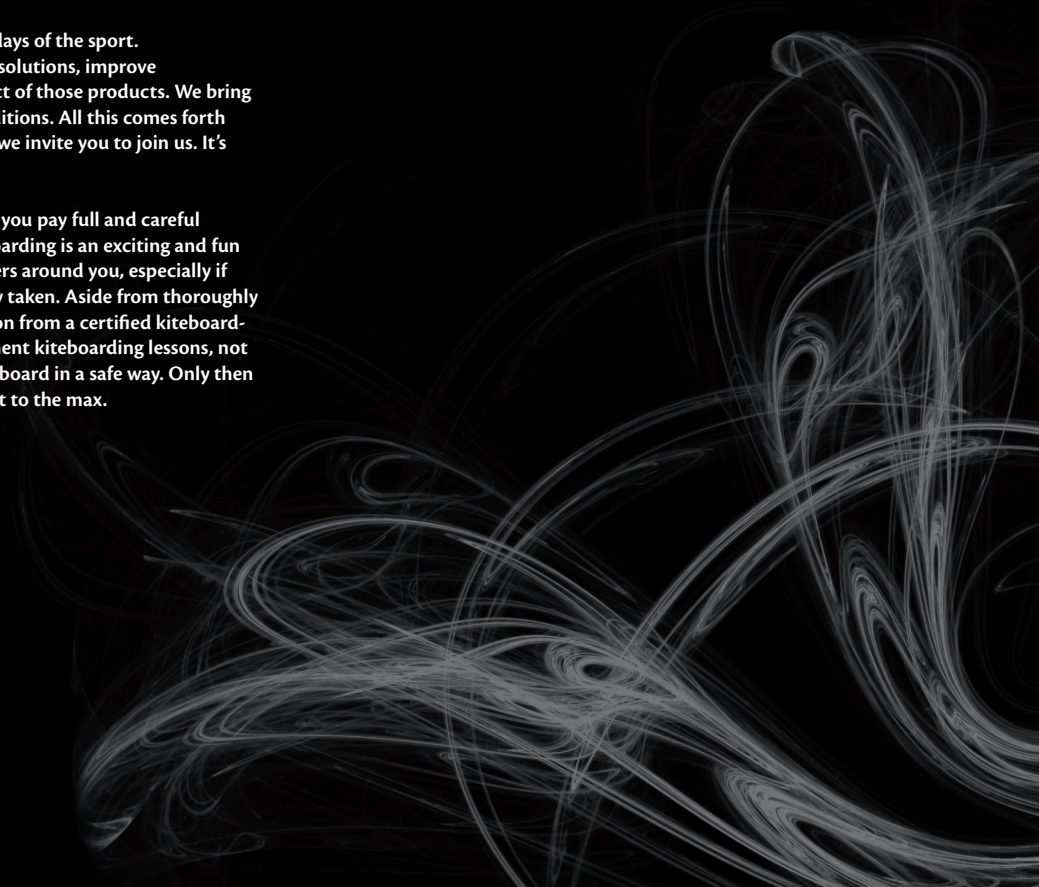
## WELCOME

Thank you for buying this Peter Lynn product and welcome to the world of Peter Lynn; a world of wind driven excitement, where people passionately pursue their dreams. Whether that's riding huge waves with your kiteboard on a beautiful island, freeriding at your local beach on a landboard or going for the buggy speed record on a deserted salt lake, Peter Lynn is here to help you pursue your dream. Are you ready to achieve your ultimate challenge?

Peter Lynn has been taking challenges from the early days of the sport. Challenges to come with better products, invent new solutions, improve performance and build superior quality in every aspect of those products. We bring kites for all kite disciplines, for all terrains, for all conditions. All this comes forth from a passionate crew of kite sports enthusiasts and we invite you to join us. It's that passion that makes us fly.

Before any attempt to use this product, please ensure you pay full and careful attention to the contents of this manual. While kiteboarding is an exciting and fun sport, it can be highly dangerous for yourself and others around you, especially if the necessary safety precautions are not or only partly taken. Aside from thoroughly reading this manual, we recommend proper instruction from a certified kiteboarding school. This manual has been designed to supplement kiteboarding lessons, not to replace them. So please make sure you learn to kiteboard in a safe way. Only then you will progress quickly and enjoy this beautiful sport to the max.

Enjoy!



## SAFETY INSTRUCTIONS

**CAUTION: Kite powered sports can be very dangerous and physically demanding. The user of this product should understand that participating in kite powered sports may involve serious injury or death and agrees to observe the safety precautions listed below.**

Safe location and weather conditions:

- Stay away from power lines, roads, airfields, railway lines, trees and buildings.
- Never launch your kite in crowded areas. Do not fly your kite over bystanders.
- Make sure there is a 'clear' downwind area at least three times the distance of your flying line length.
- Never fly kites or use this product in thunderstorms, lightning or gusty/stormy winds.
- Never fly a kite or use this product with wind forces so strong that you are unable to maintain full control of your kite and its power at all times.
- Do not fly a kite or use this product when wind conditions are likely to change dramatically.
- Stop kiting immediately when a storm or lightning is approaching.
- Make sure you are familiar with the location and local customs and laws before attempting any kind of kite sports.

Safe traction kiting:

- A traction kite is not a toy and should not be flown by inexperienced persons and certainly not by children.
- Learn to fly kites by starting in light winds with a small sized kite.
- Never use any type of kite or this product for paragliding, parachuting or base jumping.
- Never use any type of kite or this product for jumping off high places like hills or cliffs
- Never use any type of kite or this product for any manlifting activity.
- Always use fully protective gear when kiteboarding, landboarding, snowkiting or buggy riding.

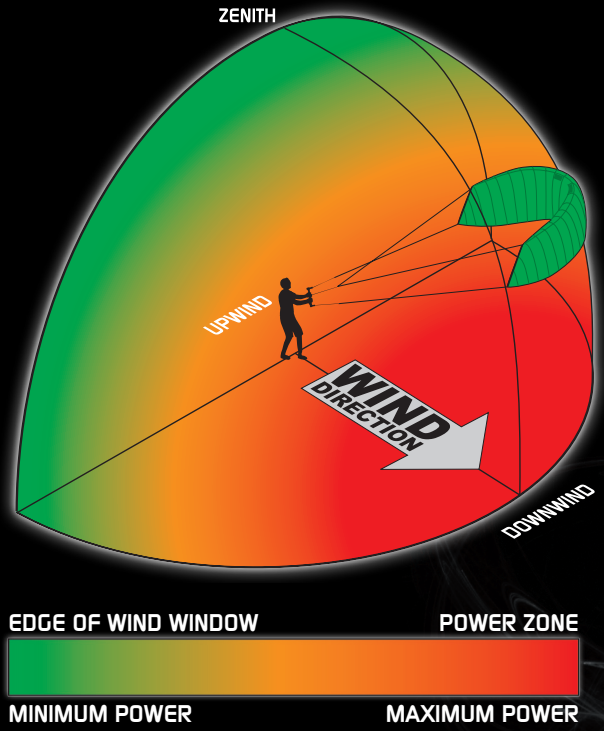
Safe kiteboarding:

- Do not go kiteboarding in offshore winds.
- Be careful when kiting in onshore winds.
- We strongly recommend the use of helmet and life jacket/impact vest. A safety knife to cut flying lines in case of emergency is recommended.
- Do not kiteboard in spots already in use by swimmers or surfers.
- Beware of strong currents and sharks.
- Stay safely away from other watercrafts and shipping lanes.
- Never go further out to sea than you can safely swim back.
- Always make sure there is a capable person on shore that is keeping watch and is ready to provide (or call for) help in case of an emergency.
- We strongly recommend taking lessons from a certified kiteboarding school before using this kite on your own.

Safety issues when using this product:

- This kite has been manufactured with high quality materials and has been manufactured using the latest and most advanced production methods.
- Prior to every use of this product, fully check your equipment for any signs of wear and tear. Replace parts immediately where needed.
- Prior to every use of this product, check if your safety releases are still working properly and you are aware how to use it. In case the safety release does not work as it should, do not use this product and replace parts where needed.
- Only use this product for kiteboarding, buggy riding, landboarding and snowkiting.
- Do not use this product when your body weight is over 130kg (285lbs).
- Only use this product when you are in a good state of health. Never use this product when under the influence of alcohol, drugs or medication.
- Do not alter, modify or change this product. Repairs should be done by a professional kite repair shop, sail repair shop, or by the Peter Lynn company.

## THE WIND WINDOW

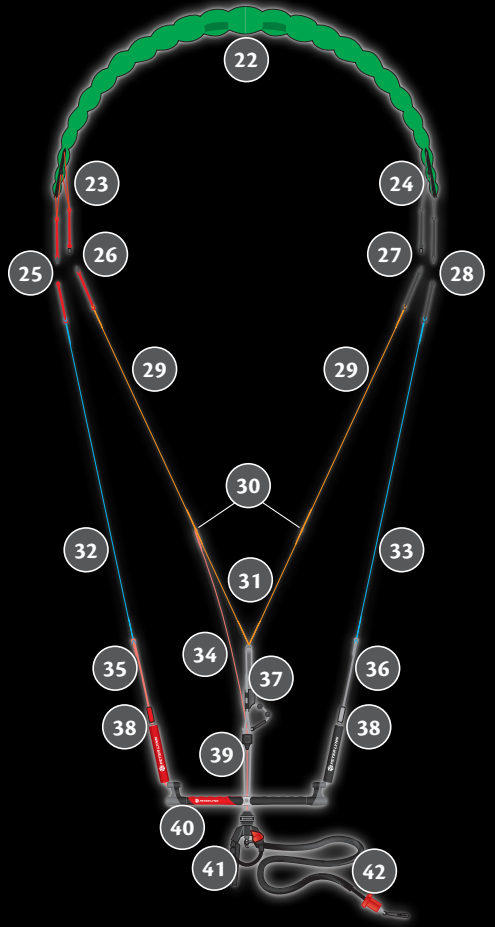



Before flying your kite it is very important to understand the 'wind window'. The image shows where the kite will create the most power (straight downwind, also known as the 'power zone') and where the kite will create the least power (edge of the window and zenith).

## TERMINOLOGY

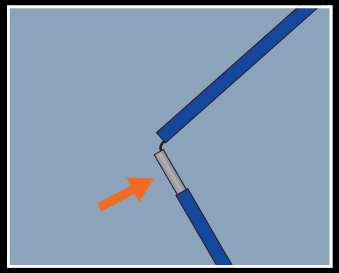
**The following terms will give you a better understanding of the kite and the contents of this manual.**

1. Top skin
2. Air inlets
3. Deflate zipper
4. Lower skin
5. Launch assistant
6. Inflate zipper
7. Pockets with sticks
8. Trailing edge
9. Leading edge
10. Pocket Velcro seal
11. Grab handle & VPC carrier
12. Top/rear line adjustments
13. Right top line attachment point
14. Right rear line attachment point
15. Tips
16. Velcro outlets (for removing water/sand)
17. VPC system
18. VPC pulley
19. VPC adjustment knots
20. Left top line attachment point
21. Left rear line attachment point

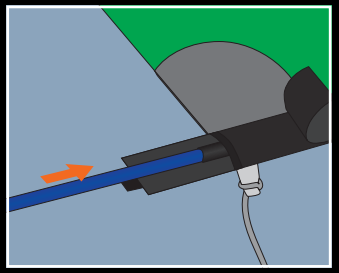



22. Kite
23. Left VPC system
24. Right VPC system
25. Left rear flying line attachment point
26. Left top flying line attachment point
27. Right top flying line attachment point
28. Right rear flying line attachment point
29. Upper segment of top flying line
30. Point connecting top line segments
31. Lower segment of top flying line
32. Left rear flying line
33. Right rear flying line
34. Safety line
35. Left leader line
36. Right leader line
37. Power adjuster
38. Self-landing handle / Kite flag-out handle
39. Free sliding stopper
40. Control bar with colour coded EVA foam
41. Centrix depower loop with primary quick release
42. Safety leash with secondary quick release

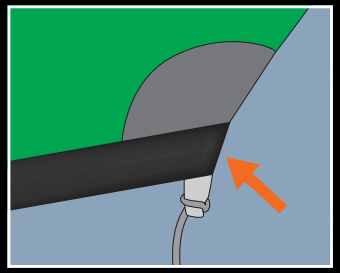
## PUTTING IN THE STICKS



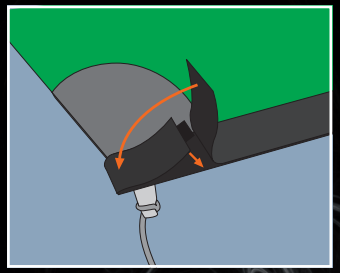
Make sure all the inner connectors of the sticks are free of sand, snow or any other debris. Assemble the sticks.



Slide the stick into the pocket.

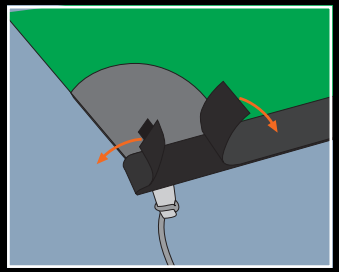


Make sure the stick slides in all the way, so the endcap sits in between the webbing at the top of the pocket.

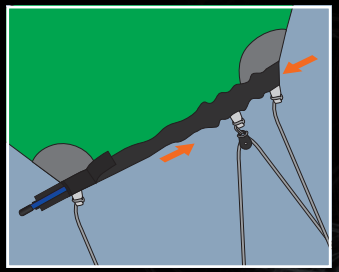


Close the Velcro flap at the bottom to secure the stick.

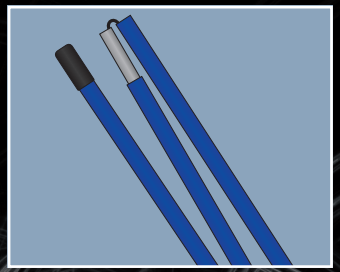
## REMOVING THE STICKS



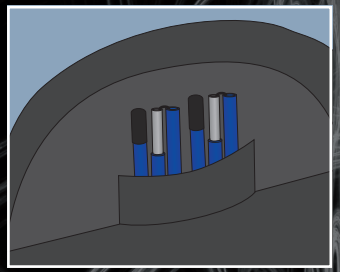
Open up the double Velcro seal at the bottom of the pocket.



Push the sticks out from the top, by grabbing the pocket in the middle and pushing the top down.



Slide the stick out all the way and fold it down.



Place the sticks in the pocket at the back of the backpack.

## TIPS REGARDING COMPACT STICKS

- Make sure the inner connectors of the sticks are free of sand, snow or any other debris before assembling the sticks.
- Regularly clean the compact sticks with tap water.

## STARTING OFF

To start flying your kite you need to follow these six steps:

Step 1. Finding the right location to launch your kite.
Step 2. Placing the kite on the beach ready to pre-inflate.
Step 3. Setting up your bar and lines.
Step 4. Checking your safety systems.
Step 5. Preparing for launch.
Step 6. Launching the kite.

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## STEP 1. FINDING THE RIGHT LOCATION TO LAUNCH YOUR KITE

Find a spot to setup, away from airports, powerlines, trees and buildings. When launching, the area should be free of kiteflyers or other people. Also make sure there are no sharp objects on the ground, to prevent any damage to your kite.

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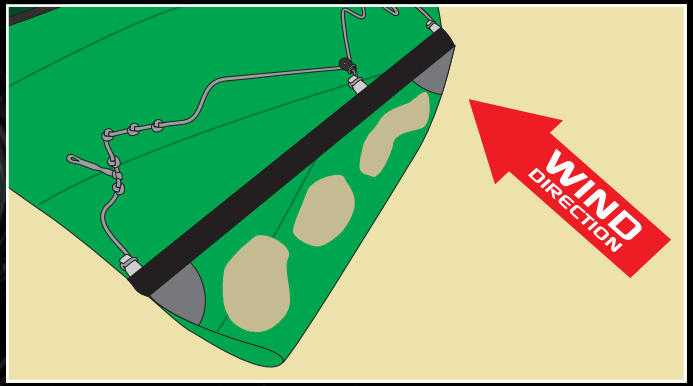
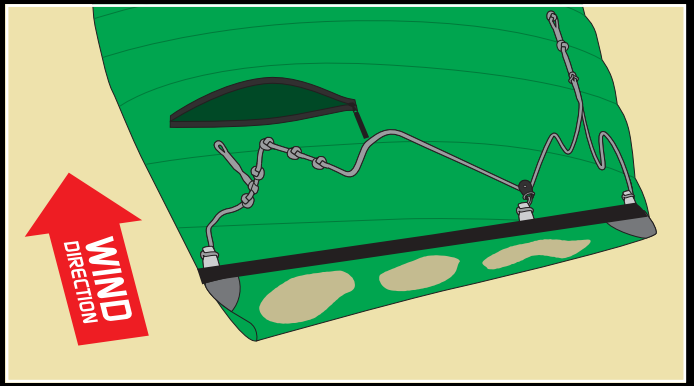
## STEP 2. PLACING THE KITE ON THE BEACH READY TO PRE-INFLATE




Roll the kite out and put in the sticks if not already done so. Place one tip on the ground with the lower skin upwards, and let the rest flap in the wind. Fold a small part of the tip over and place some sand on it. This part should be small, so as many cells as possible can inflate in the upwind tip.

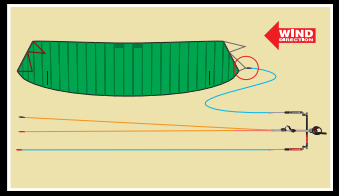



Open the inflate zipper on the upwind tip, and make sure it stands open so the air can flow in. Make sure both the deflate zipper and the other inflate zipper are closed. While the kite is being pre-inflated you can start to get your flying lines ready to be attached to the kite.

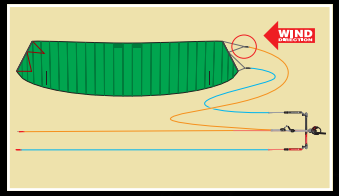
## STEP 3. SETTING UP YOUR BAR AND LINES

Starting at the kite, unwind your flying lines while walking upwind backwards. Place your bar on the ground the correct way around. Make sure your leader lines and other parts of the bar are free of tangles or twists. Hold your lines between your fingers while walking back toward the kite, to sort out the flying lines. Make sure the lines are lying next to the kite, on the side of the trailing edge.

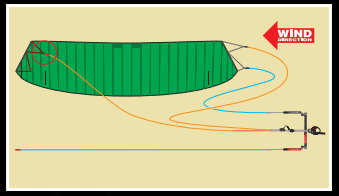
To ensure that your lines are attached correctly, without twists or tangles, you can use the following method:



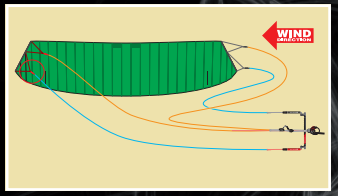

First attach the rear line to the upwind tip.




Now attach the top line to the upwind tip, taking it over the rear line you have just attached.




Take the other top line and attach it to the downwind tip, passing it over the kite.




Attach the rear line to the downwind tip. You are now ready to move on to the next step.

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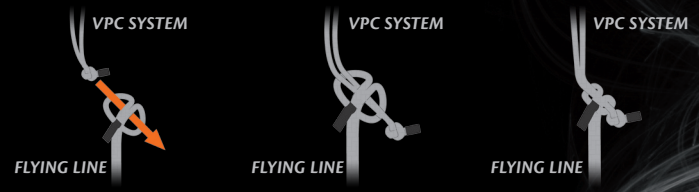
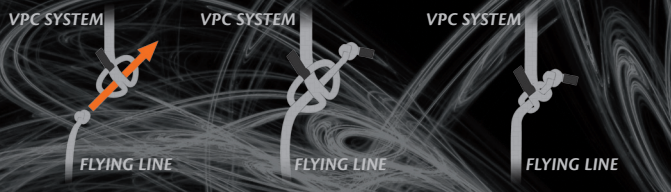
*Attaching the top lines to the kite*




Make sure you attach your flying lines using a larkshead knot. Place a larkshead knot in the flying line connector, slide it over the knot on the end of the top line attachment and tighten the larkshead as shown.

*Attaching the rear lines to the kite*




Connect the flying line connector to the rear line attachment and tighten the larkshead as shown.

## STEP 4. CHECKING YOUR SAFETY SYSTEMS

Before using this kite, please check the manual supplied with your bar on how to activate your safety systems and re-attach the release systems used.
We recommend to test the safety system when using the kite for the first time so you are aware how the system works, how to activate it and how to re-attach it after activating.

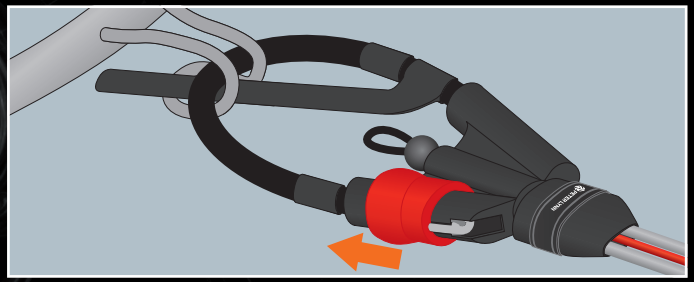
Never be afraid to use it because it can save your life!
We recommend to check if your quick releases are in working order before every launch!

The safety system works in two steps:

Primary safety - If you need to lose the power of the kite without losing the kite itself the primary safety release can be used. The kite loses its power but is still connected to the rider by the safety leash.

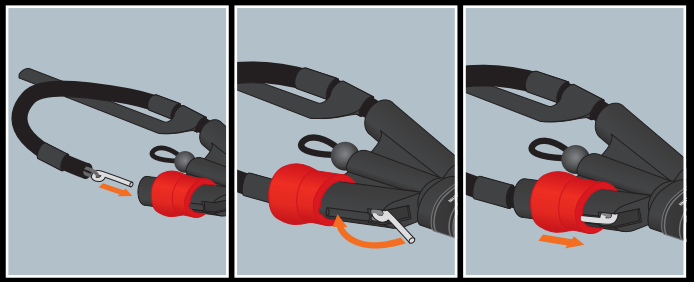
Secondary safety release - When the kite is still pulling after using your primary quick release, use the secondary release on the leash.

*Activating the primary quick release*



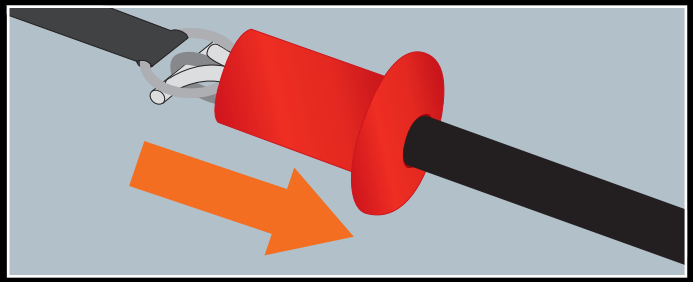
To activate your primary quick release, pull the red release cuff part down towards your spreader bar.

*Re-connecting the primary quick release*



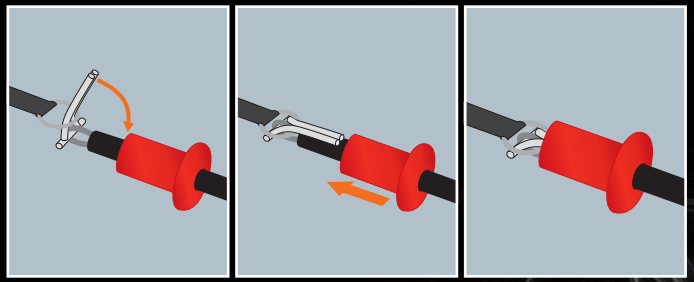
Re-connect the primary safety release by placing the pin inside the Centrix center piece, flipping the pin over and sliding the release cuff over the pin.

*Activating the secondary quick release*



To activate your secondary quick release, move the red release cuff away from the large stainless steel ring.

*Re-connecting the secondary quick release*



Re-connect the secondary safety release by placing the pin through the ring, folding the pin back up and sliding the red release cuff over the pin.
Make sure the release cuff is sitting right against the ring after reconnecting.

## WARNING!

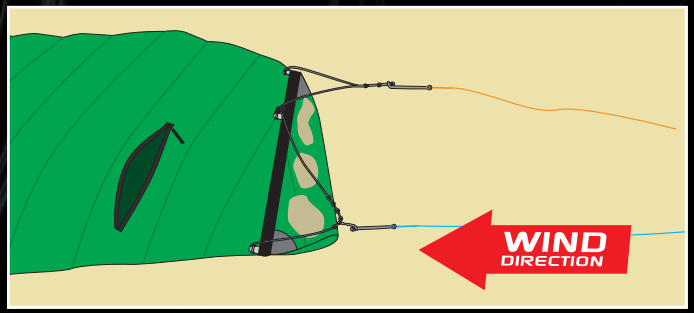
- The secondary safety system does not function if the primary safety on the depower loop is not pulled first.
- The secondary safety should only be pulled in case the primary safety was somehow not sufficient to completely depower the kite. Pull this safety only if there is no other way, as it will completely disconnect you from your kite. A loose kite might result in dangerous situations for bystanders or other kite flyers and may also result in permanent loss of the kite.
- When your kite is on the water, always be very careful with flying lines which are not tensioned. Make sure they do not get tangled behind any part of your body, harness or board.
- After using your safety system, putting tension on any of the other lines can cause your kite to take off and start to pull.

## TIPS REGARDING SAFETY SYSTEMS

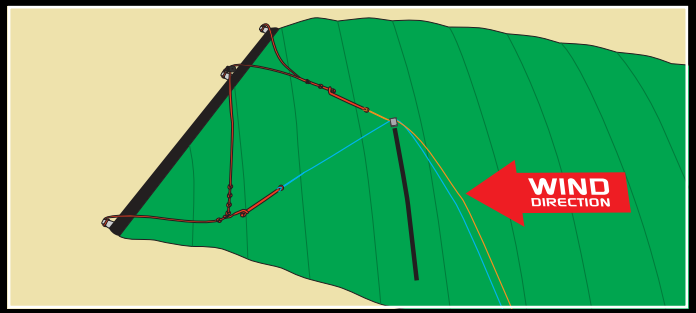
- Check if your quick releases are in working order before every launch!
- Regularly rinse your bar and safety systems with tap water.
- When getting a bit overpowered, slowly bring back the kite straight above your head. Only try to use your safety system when things get out of hand.
- When your kite is on the water, always be very careful with flying lines which are not tensioned. Make sure they do not get tangled behind any part of your body, harness or board.
- After using your safety system, putting tension on any of the other lines can cause your kite to take off and start to pull.

## STEP 5. PREPARING FOR LAUNCH

Check that there are no sharp objects under or near the kite, as it may slide a little bit over the sand during launch.




At the upwind tip, make sure the VPC lines as well as the flying lines are running freely from the tip.

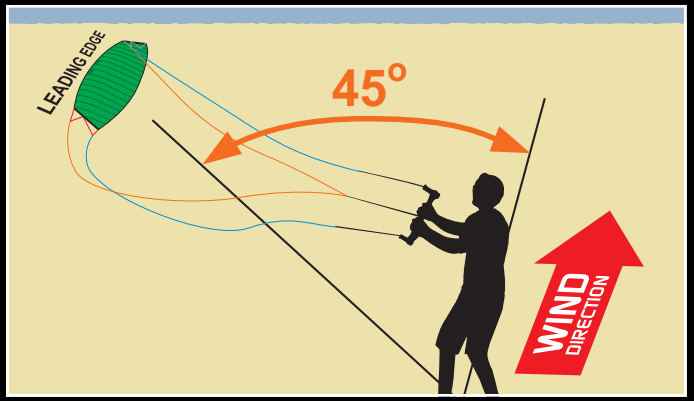



At the downwind tip, make sure the VPC lines as well as the flying lines are lying over the kite. Place both flying lines in the launch assistant, making sure the VPC lines and flying lines are as tight as possible between the stick and the Velcro tag.

Check that your kite is ready for take off, your lines are free of tangles and not hooked behind anything and the area is clear of people or any other obstacles. Make sure the kite is fully pre-inflated. Failure to do so may result in the kite to collapse during take off. If the whole kite is full of air, close the inflate zipper on the upwind tip. Check again that the other inflate zipper and the deflate zipper are closed.
Take your bar and make sure the safety leash is attached first. Always make sure to attach the safety leash before flying, so it can be used in case something goes wrong during the launch. Slightly pull in your power adjuster.

Make sure you are standing at the correct position so your lines are at a 45 degree angle to the wind direction as shown.
Be careful: as soon as there is tension on the flying line connected to the far tip the kite can take off any time! Always keep your lines slack if you are not yet ready to launch!

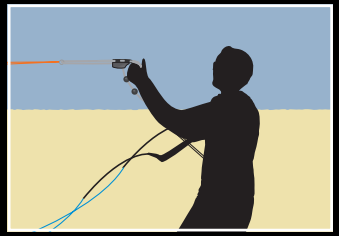
Now you are ready to launch your kite.



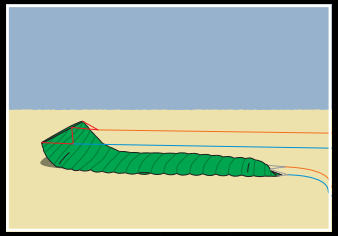
## STEP 6. LAUNCHING THE KITE

### SELF LAUNCH WITH LAUNCH ASSISTANT

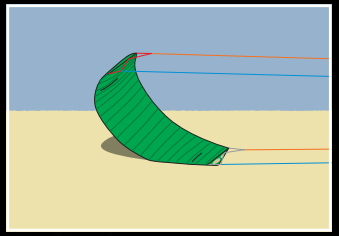
When there is no help available, make sure the lines are held tight in the launch assistant. This ensures that the lines will not flip around the tip. Stand at 45 degrees to the wind direction and make sure your lines have very little tension.



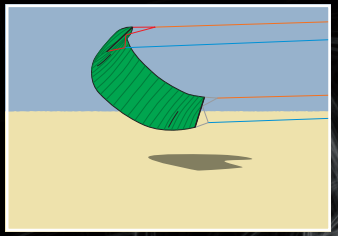
Grab your power adjuster and hold it up high while giving a series of short pulls. This will ensure the tip to flip up.



Check again that the far top and rear line are not hooked behind the tip. If so, walk forward to prevent the launch.



Keep your rear lines tensioned and take a few steps back. The kite will slide back and slowly get into shape.



Once the kite is off the ground keep the rear lines slightly tensioned until it has completely filled up with air.

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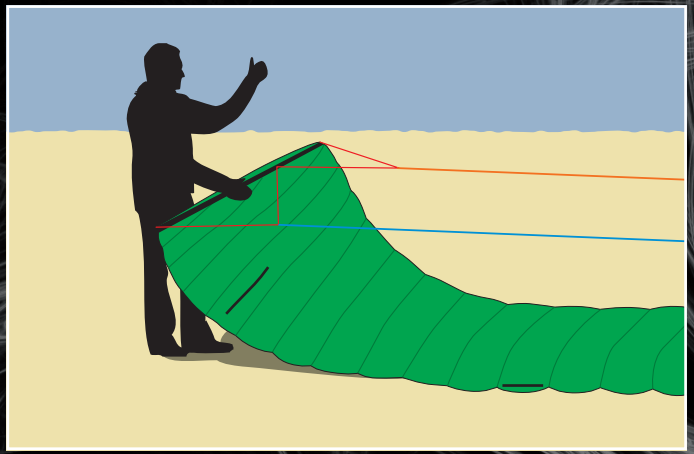
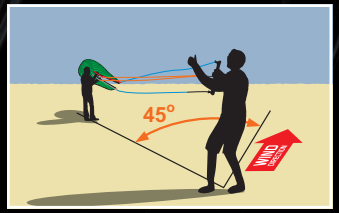
### SELF LAUNCH WITH LITTLE HELP

If you have a helper around, this helper can hold up the downwind tip to ensure that the lines are running over the lower skin of the kite. As soon as there is tension on the lines, the helper can let go and the kite will launch. Ask the helper only to hold the tip up when you are completely ready to go, with your safety leash attached and your bar in your hands.
If the helper holds the tip up at an earlier stage, the wind will blow against the tip pushing the air out of the tip area towards the center of the kite, making launching more difficult.

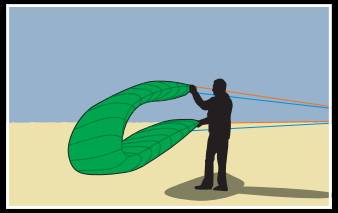


## LAUNCHING WITH A HELPER

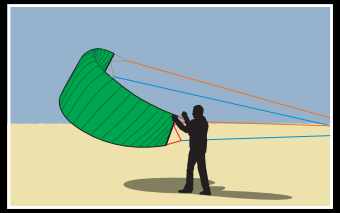
Launching with a helper is better than a self launch when the surface is rough (like rocks or dirty beaches) or when you want to launch from a different location than where the kite was pre-inflated, for example if you wish to stand in the water before launching.
With the kite inflated as much as possible, the helper grabs both tips firmly, holding the sticks close together.



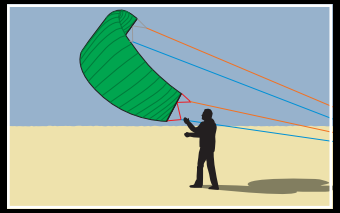

Make sure your lines are at 45 degrees, fully tensioned. You can check that your lines are not twisted or tangled. When you are ready to launch, signal to your helper.



The helper holds the tips parallel to the ground, with the leading edge towards the edge of the wind.



After your signal, the helper now first has to release the tip on top. Keep your rear lines slightly tensioned.
The kite will take its shape and the tip that was just released wants to fly off.



At this moment the helper lets go of the other tip.
Keep your rear lines slightly tensioned until the kite has completely filled up with air.

---

## TIPS FOR LAUNCHING YOUR KITE

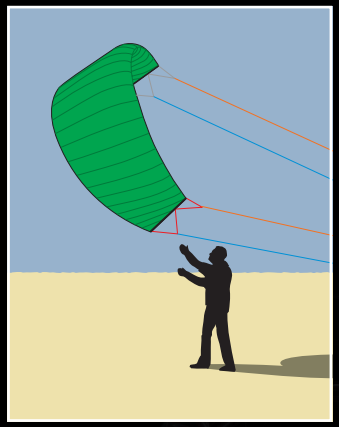
- Make sure you are not launching in an area with obstacles like poles or cars, make sure the area is free of people or other kiteflyers. Do not fly your kite near powerlines, airports, highways, or in thunderstorms.
- Make sure your equipment is in good working order. Check for wear and tear and make sure your bar and safety system are in good working order before you launch.
- Make sure the ground is free of sharp objects to prevent the fabric from getting damaged.
- Pre-inflate the kite as much as possible. The more you pre-inflate the easier the launch.
- When launching, keep the rear lines tensioned until the kite is completely filled up with air.
- Do not launch while hooked into a harness.
- When in doubt of the wind strength, try a smaller kite first.
- Check your flying lines properly. Before attempting your launch, make sure they are free of twists and tangles. Also check if they are not hooked behind any part of your bar or spreader bar before you launch.

## LANDING

**Landing your kite is easiest with a helper, but also can be done without help from others.**

*Landing with a helper*

**Fly your kite all the way to the edge of the wind window, and slowly steer it down to the ground. A helper can then grab the pocket with stick closest to the ground. Run forward to release the tension on your lines and the kite will flap in the wind. The helper now lays the kite on the ground and secures the tip with some sand. Open the deflate zipper and fold the kite in half, placing both tips onto each other secured with some sand.**

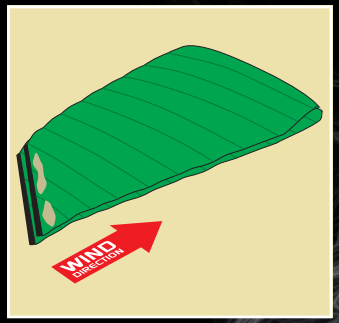


*Self-landing*

**Make sure you are not landing your kite in an area with poles or other sharp objects on the ground. Fly your kite to the edge of the wind window. Unhook your depower loop when the leash is still attached to you or pull your safety release if necessary, and let go of the bar. The kite will lose its shape and fall on the ground. Wait until the kite has moved directly downwind of you. If possible, secure your leash to any heavy object around you, and walk towards your kite. Place some sand on the upwind tip, fold the kite in two and open the deflate zipper. Pull the flying line with the safety leash back through the rings on the power adjuster, so the leash gets back to its original position, before winding up your lines.**

## PACKING UP YOUR KITE

**When leaving your kite on the beach, always make sure your kite lies folded in half. When leaving your kite lying out flat, the fabric will weaken in the downwind tip area due to the constant flapping and the VPC lines and/or flying lines might get tangled. When pausing for a longer period of time, we recommend you to roll up your kite, as UV rays damage the fabric.**

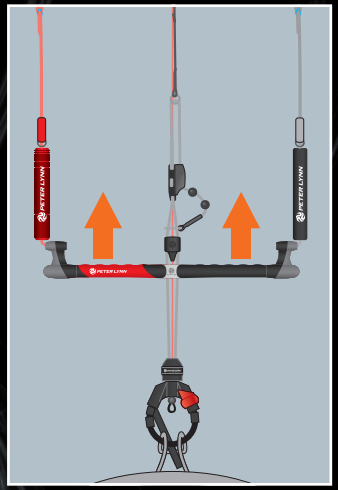



**If you wish to store your kite without sticks, pull out the sticks. Roll up the complete kite from tips to the center. Place the kite and sticks in the bag.**

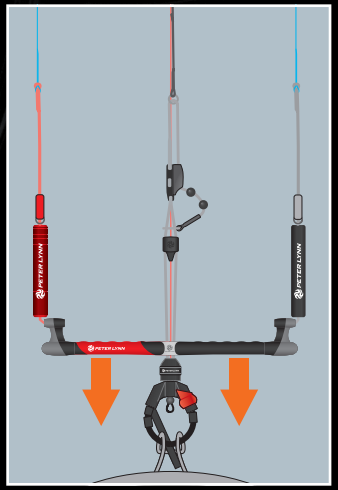
**If you wish to store your kite with the sticks in, just roll up your kite from tips to center. Undo the zipper at the bottom of the bag and pull out the sleeve from the main pocket of the bag. Place your kite in the sleeve and reattach the clips on the front of the bag.**

## STEERING AND POWERING

The power of your kite can easily be controlled with the bar. When the depower loop is hooked in, the bar can slide over the depower line, which changes the angle of attack causing the kite to produce more or less power.

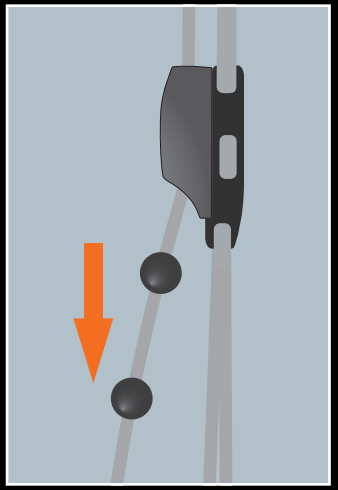


When pushing the bar away, the power of the kite will be reduced.

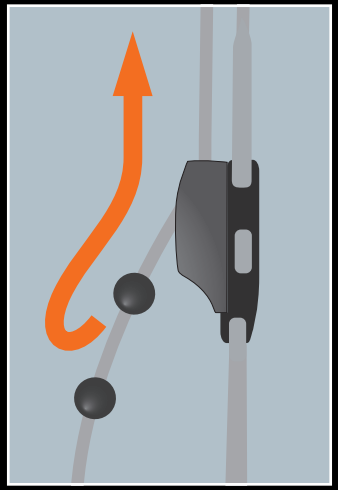


When pulling in the bar, the kite will produce more power. When pulling in the bar while steering, the kite will make tighter turns.

The power adjuster can be used to change the overall power of the kite.



To reduce the overall power of the kite, pull in the line coming out of the cleat to the desired position.



To increase the overall power of the kite, pull the line slightly towards you and move it away from the cleat. Now let the line out and let it lock back into the cleat at the desired position.

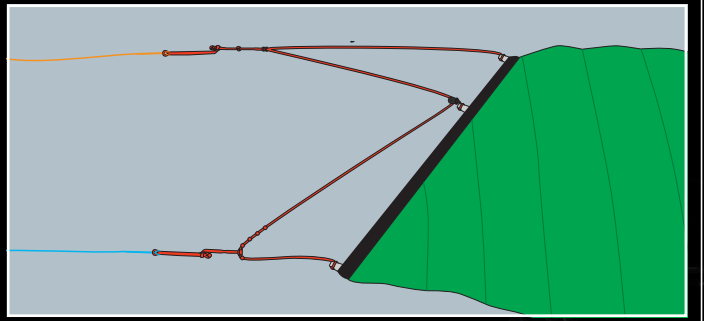
For more information, more instructions and extra tips please refer to the manual supplied with your bar.
We strongly recommend to use a Peter Lynn bar designed to be used with Twinskin kites.

## ADJUSTING THE VPC (VARIABLE POWER CONTROL) SYSTEM

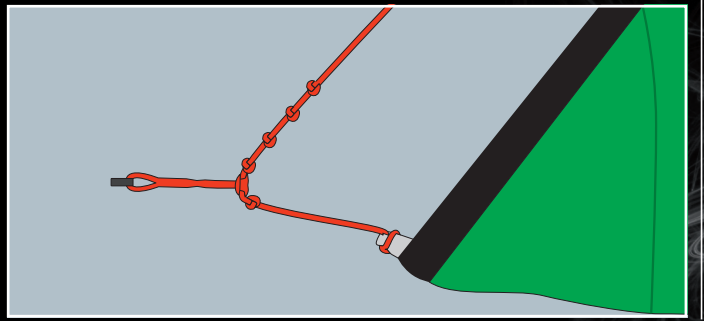
**The VPC system gives you a better control of the kite and depower range while riding.**

**The VPC system has four settings to set the kite's flying behaviour to your personal liking. Move the larkshead along the VPC lines and place it in between the knots, to make the VPC more or less active.**

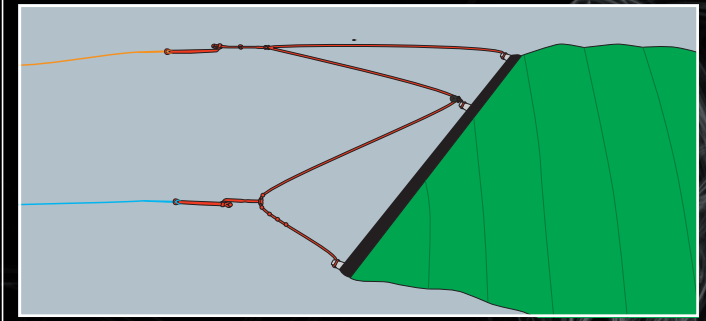
*Less active VPC - Moving the larkshead closer towards the trailing edge*



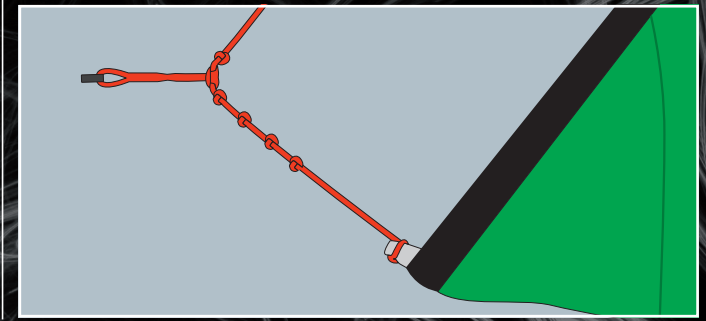
- Less direct depower, smoother power buildup when sheeting in or out
- More depower
- Less bar pressure
- Less stalling



*More active VPC - Moving the larkshead closer towards the leading edge*



- More direct depower, faster power buildup when sheeting in or out
- More power
- More bar pressure



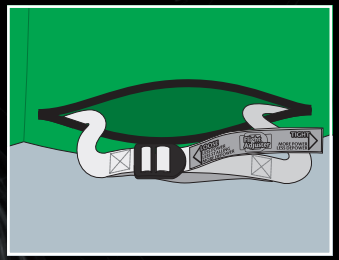
## KITE ADJUSTERS

**Inside the kite you will find adjusters which allow you to set the kite's flying behaviour to your personal liking.**

## FLIGHT ADJUSTER

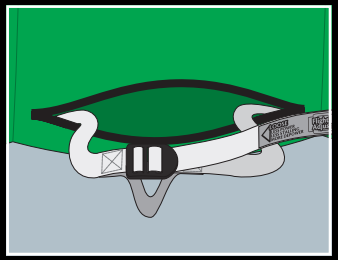
**The flight adjuster can be found in the center of the kite, on the webbing running between the two rear line attachments. The flight adjuster changes the allround feel of the kite. Tightening the adjuster will give the kite slightly more power and less depower overall. Loosening the adjuster will make the kite less grunty.**

***Flight adjuster loose***



- More depower
- Less stalling

***Flight adjuster tight***

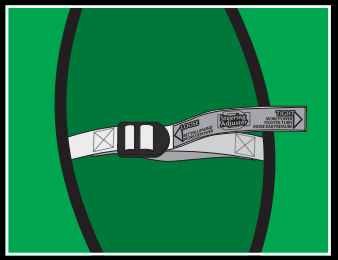


- Less depower
- More power

## STEERING ADJUSTERS

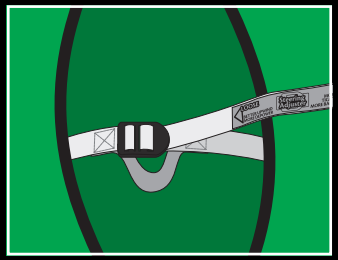
**To adjust the kite's steering behaviour, use the steering adjusters, which can be reached by opening the inflate zipper. For a tighter turn, more bar pressure and overall more power, pull in the adjusters. For a better upwind performance and overall more depower, let out the adjusters.**

***Steering adjusters loose***



- Better upwind performance
- More depower

***Steering adjusters tight***

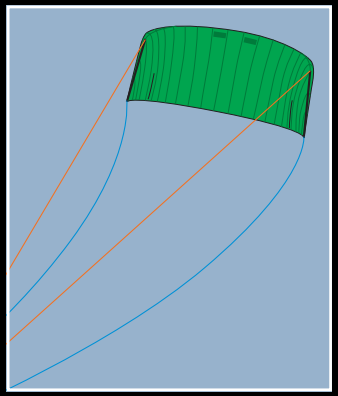


- More power
- Tighter turn
- More bar pressure

## TOP/REAR LINE ADJUSTMENTS

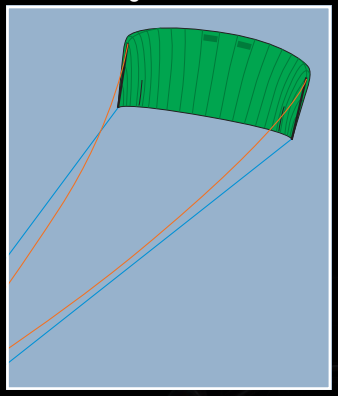
You may find your lines not set right for your personal way of flying your kite. These are some guidelines that might help you set your lines correctly:

*Rear lines too loose*

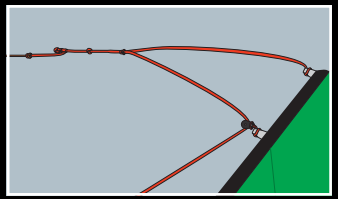


If the kite steers very slow, with very little response on your bar but flies fast, your top lines are too short / rear lines are too loose.

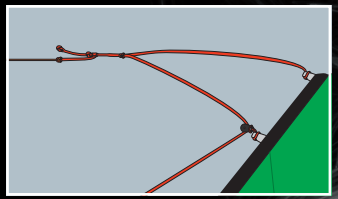
*Rear lines too tight*



If the kite steers very direct but does not accelerate in flight, leaving you with minimum pull, your top lines are too long / rear lines are too tight.



To make your top lines longer use the adjustment knot furthest away from the kite.



To shorten the top lines use the adjustment knot closest to the kite.

## STALLING

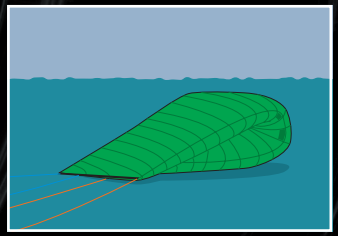
On the rare occasion that your kite stalls, grab the power adjuster and jerk the top lines until the kite gets moving again.

## INVERTING

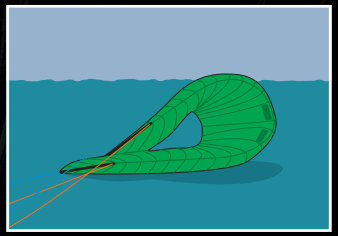
On a very rare occasion the kite may invert, so the back skin is facing the flyer. The kite will fly inverted. Land the kite nose down, allow it to roll over and then relaunch the kite.

## TIP ON TIP RELAUNCH

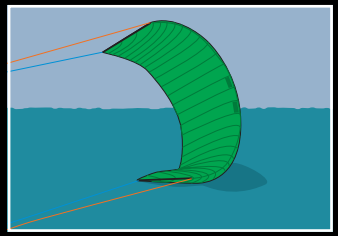
**When your kite lies on the water tip on tip, relaunch as follows:**



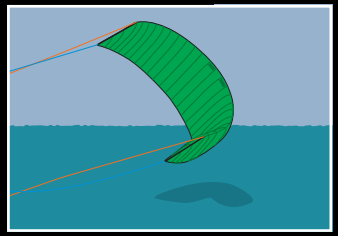
The kite lies on the water tip on tip.



Pull the rear line of the bottom tip. The kite will open up...



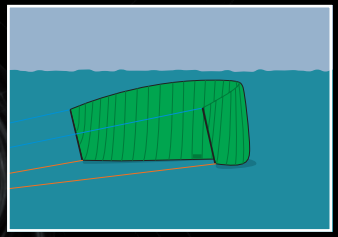
...regaining its shape.



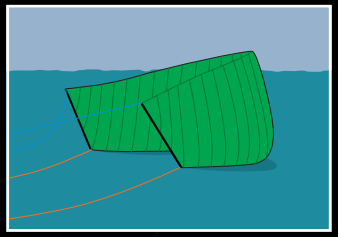
Now just steer the kite off the water.

## KITE ON ITS LEADING EDGE

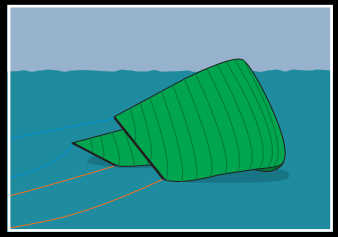
**When your kite lies leading edge down, relaunch as follows:**



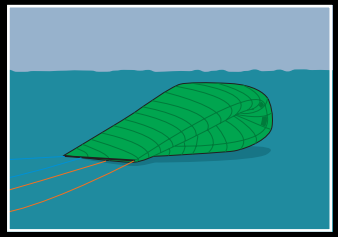
The kite lands with its leading edge on the water.



Pull in one rear line...

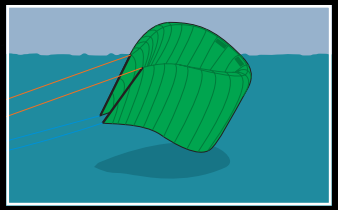


...so the kite rolls over onto its side.

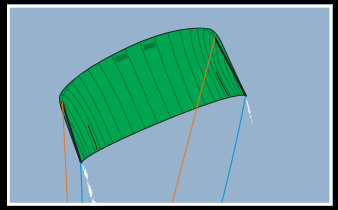


Now you can follow the tip on tip relaunch to finish off the procedure.

Often the kite flies up with the two tips together. If this happens relaunch is simple: grab the power adjuster and jerk on both top lines. The tips will come loose and the kite will fly off.



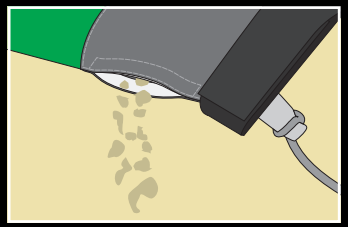
After a water relaunch fly the kite up to the zenith. Shaking your bar a few times helps for the water to fall off the kite faster. On a rare occasion a little bit of water may have gotten into the kite. Keep the kite above your head till the water has dribbled out through the tips. Then continue surfing.



## REMOVING SAND AND WATER FROM YOUR KITE

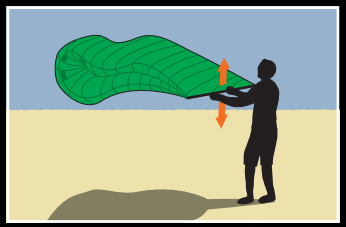
By removing any sand from your kite, wear is reduced but also the kite's performance is increased. When flying a kite with a large amount of sand in it, the added weight will reduce overall flying speed and upwind performance.

***Removing sand & water from the tip area***



When there is sand or water stuck in the tip area, you can remove it by opening the small Velcro outlets on the tip.

***Removing sand & water from the center***



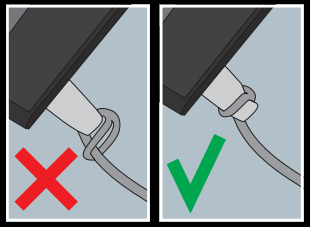
When there is sand or water in the center of the kite, you can get it out through the deflate zipper. Hold both tips and shake the kite up and down whilst the deflate zipper is open. The sand or water will come out of the kite via the deflate zipper.

## CARE AND MAINTENANCE

Peter Lynn products are designed to be strong and durable. The extreme nature of the kite sport puts a high strain on the equipment involved. By taking good care of your equipment, you can minimize the wear on your equipment.

*Kite care:*

- Inspect your equipment before launch. Check for tears, abrasions, undone stitching, and all other forms of damage.
- Regularly remove sand or other dirt from your kite, to improve flight perfor-mance ad reduce wear.
- Regularly check if your zippers are still intact. Use silicon spray to clean them in case of salt residue on the zipper.
- Regularly check your VPC system for wear and tear. Make sure the pulleys are still in working order by spinning the wheels bij hand. Regularly check if the lines are still intact and that loops are free of wear. Also check if the VPC system is still connected to the webbing loops correctly as follows:



- Do not rig on rough terrain. Stay far away from sharp items that could damage your kite, such as seashells, trees, washed up wood or fences.
- Secure your kite using soft items like sand or sand bags. Do not use items with sharp edges like rocks.
- Do not unnecessarily leave a kite unused for a longer period of time to prevent UV damage. Fold the kite in half and place some weight on both tips even when your kite is not used for a short period of time.
- Always make sure your kite is dry before packing and free of sand or sharp items.
- Regularly rinse your kite when used in salt water.
- When storing for a long time, it is advised to leave part of the bag open, to allow fresh air to get in the bag, and any remaining traces of moist to dry up.

*Bar care:*

- Make sure you regularly check your bar for wear and tear. Replace parts when needed.
- Make sure your flying lines are free of knots.
- Before launching, always check that your quick releases are in working order and free of sand or other debris.
- When reaching the water, before starting your kiteboarding session, splash some water on your bar to rinse off sand that has stuck to it.
- After every session, rinse your bar with tap water to remove the salt from the bar.

If there are problems with your kite or your bar, please contact your Peter Lynn dealer.

## WARRANTY

Peter Lynn warrants this product, when it is purchased from an authorized Peter Lynn dealer by a retail customer, to be free of major defects in material or workmanship to the original purchaser, for a period of six (6) months from the date of purchase by the original retail customer. This warranty is subject to the following limitations:

- The warranty is solely for the benefit of the original retail purchaser and may not be assigned. For retail customer warranty claims, proof of purchase from an authorized Peter Lynn dealer is required. If the date of purchase can not be established, Peter Lynn will make a determination based on the last production year and/or the condition of the particular product claimed.
- The warranty on this product is valid only when it is solely used for designated purposes and does not apply to any product used for rental and/or teaching purposes.
- Peter Lynn will make the final warranty determination, which may require inspection and/or photos of the equipment. Photos must clearly show the defect(s). If necessary, this information must be sent to the Peter Lynn dealer where the product was originally purchased, postage prepaid. Alternatively you may contact the Peter Lynn distributor in (or nearest to) your country.
- If a product is deemed to be defective by Peter Lynn, the warranty covers the repair or replacement of the defective product only. Peter Lynn will not be responsible for any costs, losses, or damages incurred as a result of loss of use of this product. This warranty does not cover damage caused by misuse, abuse, neglect or normal wear and tear including, but not limited to, damage due to excessive sun exposure, use in combination with other than Peter Lynn control gear, damage caused by improper handling and storage, damage caused by use in waves or shore break, and damage caused by anything other than defects in material and workmanship.
- The warranty is voided if any unauthorized repair, change or modification has been made to any part of the equipment. The warranty for any repaired or replaced equipment takes effect from the date of the original purchase only. The original purchase receipt must accompany all warranty claims. The name of the Peter Lynn dealer and the date of purchase must be clear and legible.
- There are no warranties which extend beyond the warranty specified herein.

*Warranty Claims*

Warranty claims must be processed through an authorized Peter Lynn dealer and be issued a return authorization prior to shipping the product concerned. For claims processing please contact the Peter Lynn dealer the product was purchased from or call - or write to - the national Peter Lynn distributor. If there is no Peter Lynn distributor in your country, please find our contact details on our website www.peterlynn.com.

## DISCLAIMER – RELEASE OF LIABILITY

***Peter Lynn / Vliegerop bv. - Release of Liability***

*Caution*

Before making any attempt to set up or use this product, you agree to have read and fully understood the entire Peter Lynn Twinskin user manual; including, but not limited to, all instructions and warnings it contains. You also agree to make sure that any other user of this Peter Lynn product, prior to using it, will also read and fully understand this Peter Lynn Twinskin user manual; including, but not limited to, all instructions and warnings it contains.

*Assumption and acceptance of risk*

Kite powered sports can be very dangerous and physically demanding. While powerkiting in its many forms is an exciting and fun sport, it can be highly dangerous for yourself and others around you, especially if the necessary safety precautions are not or only partly taken. The user of this Peter Lynn product should understand that participating in kite powered sports can result in serious personal injury – and even death – to the user as well as to third parties. Before setting up and using this Peter Lynn product you agree to assume and accept any risk of injury, whether known or unknown, to both yourself and any third parties from using this Peter Lynn product. To reduce these risks, we strongly recommend you to stick to the safety precautions listed in this Peter Lynn user manual.

*Disclaimer and Release of Liability*

Concerning the purchase of this Peter Lynn product by you, you hereby agree, to the greatest extent allowed by law, to waive any claims you have or may have in the future against Peter Lynn and all related entities resulting from using this Peter Lynn product and/or any of its components.

You will also release Peter Lynn and all related entities from any liability for special, indirect, incidental, consequential or exemplary damages, whether in contract, tort, negligence, strict liability or otherwise including, but not limited to, loss of property other than this Peter Lynn product, loss of use of this product, or other property or other economic losses. Peter Lynn shall not be liable for contribution or indemnification, whatever the cause.

All terms and conditions contained herein shall, in the event of your death or incapacity, apply and be binding upon your heirs, next of kin and any other representatives including, but not limited to, administrators and executors. The foregoing provisions regarding liability and warranty are exclusive and in lieu of all other liability- and warranty statements, whether written, oral or implied.

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*Passion makes us fly*